



# The Fly-By

A Quarterly Newsletter of the  
**Southwest Region**  
January, 2014



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

**Images** must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

**Credits:** In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

Message size limit: 20 MB

## **News Highlights From Around the Region**

In the fourth quarter of 2013, SWR continued to advise and support its member wings in the accomplishment of their mission.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events. They are posted below in the order in which they were received, with my thanks.

**New Mexico Wing** was credited with a find and a save when an aircrew spotted the signal fire built by a U.S. Army major whose vehicle had become stuck in the remote Gila Wilderness. Several squadrons flew sorties assisting in another search in northern New Mexico, including providing "high bird" support. The annual Wing Conference was held in Albuquerque, featuring speakers Col. Mary Feik (CAP) and astronaut Col. Mike Mullane (USAF, Ret.). The wing conducted a weekend-long "Winter Warrior" event for cadets.

**Arkansas Wing** in October participated in the search for a missing airplane in northwestern Arkansas and received credit for a find following the location of the airplane by a ground team from the 115th Composite Squadron. The Wing also focused on public relations activities including marching in veterans day parades in Fort Smith, Russellville, and Sherwood, a Christmas parade in Little Rock, and Wreaths Across America events in Fort Smith and Fayetteville.

**Oklahoma Wing** continued normal operations during the sequestration period, though this required many units to make adjustments to stay afloat. In late October, the wing participated in 5 missions in less than 7 days, which was a new wing record. Setting another record was having three ELT missions in less than 36 hours, all of which resulted in finds; unfortunately, one of them was a distress find with a fatality. Wing members rose to the occasion and continued working until the holiday period.

**Texas Wing** conducted a color guard academy at its Nacogdoches headquarters, a winter cadet encampment in Brownwood, and hosted a LoneStar Emergency Services Academy South ground team training school at its Regional Training Center in Brownsville. Units statewide participated in Wreath Across America and hosted local emergency services training. TAC check flights continued in support of U.S. Customs and Border Protection. Two cadets earned Spatz

Awards.

**Louisiana Wing** conducted emergency services training at all levels, responded to requests for assistance at the local and state level, provided opportunities for senior member professional development, conducted organized cadet training and development, and participated in community service initiatives. Squadron members met regularly, and unit commanders recognized individual achievement by presenting promotion certificates to cadets and senior members, as applicable. Flight training was emphasized for both pilots and aircrew members. In keeping with national directives, safety was emphasized in planning and executing training and missions.

**Arizona Wing** conducted emergency services training at all levels, responded to requests for assistance at the local and state level, provided opportunities for senior member professional development, conducted organized cadet training and development, and participated in community service initiatives. Squadron members met regularly, and unit commanders recognized individual achievement by presenting promotion certificates to cadets and senior members, as applicable. Flight training was emphasized for both pilots and aircrew members. In keeping with national directives, safety was emphasized in planning and executing training and missions.

To everyone, our congratulations. 🇺🇸

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### **Safety is Priority One**

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: [http://www.capmembers.com/safety/safety\\_education/](http://www.capmembers.com/safety/safety_education/)

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- **Safety is our Number One Priority.**

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### **How to Submit News Items for this Newsletter**

#### ▪ **Which Articles Are Best?**

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

#### ▪ **Do I Submit Photos?**

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

#### ▪ **If You Have Article Ideas or Suggestions**

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com). 🇺🇸



**Top:** A combined color guard from Thunderbird Composite Squadron and Albuquerque Heights "Spirit" Composite Squadron guards the grave of George Clinton. (All photos: Lt. Col. Jay T. Tourtel, CAP)

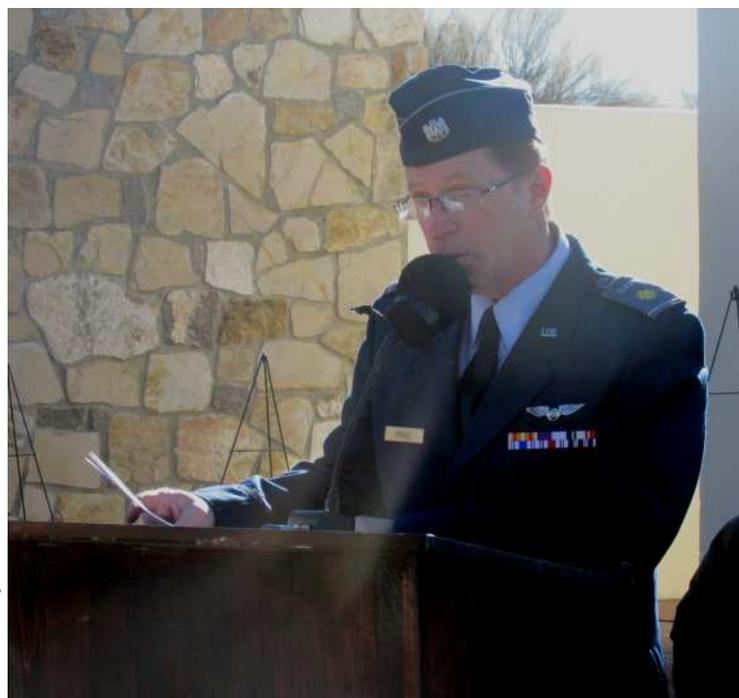
**Below Right:** New Mexico Wing Vice Commander Maj. John Gravel opens the Wreaths Across America ceremony.

### ***Wreath-Laying Ceremony Brings Closure to Veteran's Family***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

SANTA FE, N.M. – On Dec. 14, 2013, New Mexico Wing's Wreaths Across America wreath-laying ceremony at Santa Fe National Cemetery honored all veterans, and also brought closure to the family of a Navajo veteran who was killed in action in World War II, yet whose burial whereabouts had remained unknown to his family for over 65 years.

New Mexico Wing Vice Commander Maj. John Gravel opened the ceremony by asking for a moment of silence. A combined color guard, consisting of cadets from both Thunderbird Composite Squadron and Albuquerque Heights "Spirit" Composite Squadron, presented the colors.





**Above:** Maj. Michael S. Anaya-Gorman (right), color guard senior member leader (and a Code Talker's grandson), presents George Clinton's wreath to the latter's granddaughter, Lavaye Holyan-Begay, accompanied by U.S. Sen. Tom Udall (D-NM), left.

"The freedoms we enjoy today have not come without a price," Gravel said. "We thank those who gave their lives to make us free. We shall not forget them."

Among the featured speakers were New Mexico National Guard Adjutant General Brig. Gen. Andrew E. Salas, New Mexico Cabinet Secretary for Veterans Affairs Col. Timothy Hale, USAF (ret.), Capt. Fred Hawkins of the Santa Fe Fire Department, and U.S. Sen. Tom Udall (D-N.M.).

Udall praised the role that New Mexico veterans have played in answering their country's call to service. "When our nation calls, New Mexico veterans have always answered that call," he said. "Our veterans represent the best of us." He continued, "We should always try to be worthy of their sacrifice and their service." For one family, that loss was about to be reconciled in a very special way.

George Clinton, a member of the Navajo Nation, was among 30 Navajo recruited by the United States Marine Corps for its Code Talker program, where the Navajo communicated coded messages by speaking in their ancestral tongue, to the Japanese radio listeners' confusion. Their "code" was never broken. Clinton was scheduled to report for training in San Diego, Calif. on May 5, 1942.

Although 30 Code Talkers were scheduled to report for training, only 29 were accounted for. For reasons still unknown, Clinton was not among the Navajo that would become Platoon 382 – the first all-Indian, all-Navajo platoon. (Since he had not yet been sworn in, the Marines did not report him as AWOL.) On Sept. 7, 1942, Clinton's wife Sarah gave birth to a girl, Ruth Ann Clinton. Four days later – on Sept. 11, 1942 – George Clinton went on to enlist in the U.S. Army, where he rose to the now-abolished rank of Tech 5, the equivalent of today's corporal.

His service record indicates that he was an exemplary soldier. He was seriously wounded in France in 1944, and received the Purple Heart. After healing from his wounds, he returned to duty, where he was informed of the birth of his son, George Clinton, Jr. Sadly, his joy was short-

lived, as he heard of his wife Sarah's death just one month later. His son George died as an infant, leaving only his then 2-year old daughter Ruth Ann.

Clinton continued to serve as a medical technician. "His job was to render aid to the wounded," said Arkie Smith, Clinton's grandson. Clinton was killed in action at the Battle of the Bulge in Belgium on Jan. 16, 1945. He was buried in Belgium, and in 1948, his remains were re-interred at Santa Fe. The Army drafted a letter notifying his family, but nobody knows what happened to the letter, or what his family did with the information. Family members knew George Clinton's name, but not the details of his service, his death, or what had become of his body.

The answers to these questions came through the efforts of Ms. Zonnie M. Gorman, a Navajo historian whose father, Dr. Carl Gorman, Ph.D., was one of the original Twenty-Nine Navajo Code Talkers. Although a few potential candidates had surfaced over the years, and claimed to be the 30th Code Talker, there were always inconsistencies in their stories, which rendered their claims invalid. It was not until August 2013 that the mystery of the missing Thirtieth Man was solved when Gorman, while researching the first Twenty-Nine at the Military Archives in St. Louis, Mo., discovered a set of travel orders with Clinton listed as the 30th Code Talker among the names of that now famous group. However, one question remained, "What happened to Clinton?"

Through Bureau of Indian Affairs Records, Navajo Nation Records and US Army Records, Gorman was able to piece together enough information to tell Clinton's story and locate his final resting place in Santa Fe National Cemetery. Udall, moved by Clinton's record, offered to lend support to the family.

And so, on a Saturday morning in sub-freezing temperatures, the descendants of George Clinton came to wipe away a mystery that had haunted them for nearly 70 years. Clinton's wife had passed away, along with his son and daughter, but Gorman, with the help of her family and the *Navajo Times* newspaper out of Window Rock, Ariz., located his niece, his brother and several grandchildren. Udall presented a wreath to Lavaye Holyan-Begay, Clinton's granddaughter, who acted as spokesperson for the family. Laying the wreath at her grandfather's grave, she burst into tears and said, "Grandpa, we found you!"

Other family members shared their feelings. Clinton's niece, Verna Clinton, summed up the family's sense of closure. "This is like a family reunion for us," she said.

Her husband, Anderson Tulle, offered a prayer in the Navajo tongue. Friends of the family were adopted as brothers and sisters by this trying experience. And for the extended family of George Clinton, their souls, as well as his, are finally at peace. 🇺🇸

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**Left:** George Clinton's granddaughter, Lavaye Holyan-Begay, lays a wreath at her grandfather's grave, bringing closure to a mystery that had haunted her family for over 70 years.

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*Parts of this article were contributed by Maj. Michael S. Anaya-Gorman.*





**Top:** Instructor cadre prepare to inspect the assembled teams: (L-R) Cadet Sr. Amn. Macks Prewitt, Cadet Sr Master Sgt. Blake Bolluyt, Cadet Amn 1<sup>st</sup> Class Nicholas Smith, Cadet Amn Jared Cyre, Cadet Sr Master Sgt. Rebbecca Nolen, Cadet Master Sgt. Alyxandra Pruitt, Cadet Amn Tristan Ziemke, Cadet Sr. Amn. Daniel Pruitt, Cadet Amn 1<sup>st</sup> Class Emily Smith, Cadet 1<sup>st</sup> Lt. Graham Tidwell, Cadet 2d Lt. Austin Alberts, Cadet Tech Sgt. Henry Vaughan, Cadet Sr Amn. Dolton Thibodeaux, Cadet Staff Sgt. Joshua Rillera, Cadet Sr. Amn. Elizabeth Nelson, Cadet Amn.1<sup>st</sup> Class Issaak Rodriguez, Cadet Chief Master Sgt. William Wallace, Cadet 1<sup>st</sup> Lt. Zach Brenton, Cadet 2d Lt. Daniel McBee, Cadet Chief Master Sgt. Tommy Loosier, Cadet Tech Sgt. Ethan Ramos, Cadet Master Sgt. Kyler Hearn, Cadet Staff Sgt. Hunter Wright, Cadet Sr. Amn. Zachariah Lexa, Cadet Staff Sgt. Micah Jones, Cadet Staff Sgt. Lucas Marlin, Cadet Amn. 1<sup>st</sup>. Class Christopher Martin, and Cadet Amn. Kaila Martin. *(All photos: Cadet Col. John S. Gomez-Simmons)*

**Staff:** Cadet Chief Master Sgt. Andrew Babb, Cadet Sr. Mastger Sgt. Savannah Smith, Cadet 1<sup>st</sup> Lt. Eric Peer, Cadet 2d Lt. Margaret Morton, Cadet Capt. Alexander Durr, Cadet Chief Master Sgt. Victoria Schwarz, and Cadet 2d Lt. Morgan Joslin

## ***Texas Wing Color Guard Academy Sets Standards***

*by Cadet Col. John S. Gomez-Simmons, CAP, Texas Wing*

NACOGDOCHES, Texas – On Nov. 22, 2013, hampered by unusually cold weather, Texas Wing ran its first-ever Cadet Color Guard Academy.

Despite the elements, squadrons from across Texas converged on Wing Headquarters for an intensive weekend of instruction. The academy was organized to offer standardized practice for an important unit duty that often is left open to interpretation when it comes to flag presentation protocols.

Almost 30 cadets representing 11 squadrons took part in the weekend activity, designed to remove the uncertainties often associated with color guard movements and procedures.

**Right:** TX-089 and TX-403 cadets raising the flag at the Outdoor Practical evaluation. (L-R) Cadet Sr. Amn. Elizabeth Nelson, Cadet Staff Sgt. Joshua Rillera (front), Cadet Sr. Amn. Dolton Thibodeaux (back) and Cadet Amn. 1st Class Issaak Rodriguez.

**Below:** TX-179 cadets presenting the Colors at a simulated sporting event. (L/R) Cadet Tech Sgt. Ethan Ramos, Cadet Master Sgt. Kyler Hearn, Cadet Sr. Amn. Zachariah Lexa, and Cadet Staff Sgt. Hunter Wright.



“For me and my team, our main goal at the Color Guard Academy was to familiarize ourselves with the different commands and style of drill that went with carrying the colors in a ‘CG’ detail,” said Cadet Sr. Master Sgt. Blake Bolluyt, a member of the Black Sheep Composite Squadron.

Bolluyt said that his detail’s attendance at the Color Guard Academy will lead to improved performance during upcoming Wreaths Across America ceremonies, during which CAP cadets lay green rings of remembrance at the gravestones of U.S. military veterans across the country.

The instructional cadre and event staff spent three months developing a curriculum that would be useful to new or experienced color guards alike, featuring physical fitness, local-event presentation, and Color Guard Competition components. Most teams arrived on Friday, with that evening dedicated to a drill refresher session in preparation for two days of near-nonstop practice.

Saturday began with a 6 a.m. call to Reveille, with students observing the raising of the colors, followed by the first of two physical fitness sessions scheduled for the day.

Instruction was delivered by cadre manning skills stations, at which teams received training in targeted aspects of indoor and outdoor color guard drill. Some teams had tightly knit members who had worked together for years; others were made up of cadets from different units that are establishing a color guard. Cadre members had either represented their parent units in the Wing Color Guard Competition or served as competition support staff.

“The Color Guard Academy was born at competition,” said Cadet Chief Master Sgt. Andrew Babb of Sulphur Springs Composite Squadron. “I saw that it wasn’t a standardized event, that none of the ‘CGs’ did things the same way.





**Above:** TX-403 and TX-089 cadets report in for the Standard Drill evaluation. (L/R) Cadet Sr. Amn. Dolton Thibodeaux, Cadet Staff Sgt. Joshua Rillera, Cadet Sr. Amn. Elizabeth Nelson, and Cadet Amn 1st Class Issaak Rodriguez.

“Our worry was that new cadets might see one CG presentation type, but be taught another.” Babb said.

As the first full day of skills building progressed, teams exhibiting basic proficiency advanced to innovative drill maneuvers. Afternoon sessions featured instruction delivered to completely mixed teams to demonstrate how standardized drill and movements can be performed effectively among personnel who have not previously worked together.

Participants devoted Saturday evening to “personal time” and readying their Air Force-style blue uniforms for a rumored dining in, arranged for by Capt. Opal McKinney, the event mess officer. The evening mess event opened with a creative presentation of the colors by event cadre, and included a place setting prepared for fallen service members.

Sunday morning dawned as a race against the clock – and the cold – to complete final evaluations designed to gauge teams’ progress since Friday. Students assembled in original formations, in AF-style blue uniforms, for inspection and a day of fine-tuning. The skills reviewed and tested were those that cadets could expect to perform at the next wing color guard meet with one added requirement: proper presentation of the colors outdoors as part of a simulated event.

The weekend ended in graduation and presentation of certificates. Students then stowed their gear and prepared for what would be, for some, a long trip back home.

Participants agreed that the Cadet Color Guard Academy was a much-needed activity. Also, while not all Texas Wing color guards have adopted standardized procedures, academy students – including Cadet Senior Airman Dolton Thibodeaux of Sulphur Springs Composite Squadron – are certain that the training they got will encourage units statewide to adopt uniform procedures.

“CG should be a bigger thing in the Civil Air Patrol,” said Thibodeaux. “The Color Guard Academy makes it bigger, takes it to the next level. You are able to communicate with teams from across Texas Wing, and once you do that, you are able to learn new things. You learn how they do it, and then you either fix it – or copy it.” 🇺🇸

## **Overdue Aircraft Headed to Claremore Found**

*by Capt. Rick Rutledge, CAP,  
Oklahoma Wing*

MADISON COUNTY, Ark. – On Oct. 21, 2013 a small aircraft in flight lost contact with Air Traffic Control at approximately 2 p.m., and failed to arrive at its intended destination. In a co-ordinated search and rescue operation, Civil Air Patrol (CAP), the Madison County Arkansas Sheriff and Emergency Management found the missing aircraft, which had been bound for Claremore, Okla. after having originated in Alabama.



The Arkansas Wing of Civil Air Patrol had more than 10 members respond both on the ground and with two airplanes, one from the Ft. Smith area and the other originating in Little Rock.

The aircraft (picture above before the accident) was spotted by a Civil Air Patrol aircrew in a remote area near Huntsville, Ark. and a Civil Air Patrol ground team silenced the Emergency Locator Transmitter they found at the site. Two casualties, a man and a woman, were found in the wreckage of the single-engine Piper Saratoga. 🇺🇸

## **Arkansas Wing Locates Missing Aircraft in Madison County**

*by Maj. Blake Sasse, CAP, Arkansas Wing*

MADISON COUNTY, Ark. – On Oct. 21, 2013, the Arkansas Wing of the Civil Air Patrol was activated by the Air Force Rescue Coordination Center to participate in the search for a light aircraft that went missing on a flight from Alabama to Oklahoma. The single-engine airplane disappeared from FAA radar south of Huntsville, in Madison County, at around 2:00 p.m. today. Personnel from Madison and several nearby counties began the search and requested Civil Air Patrol assistance.

A Civil Air Patrol airplane from Fort Smith was launched on the evening of Oct. 21 to search for emergency beacon signals. In addition, it used thermal infrared imaging to search for physical signs of the aircraft.

On the morning of Oct. 22, the Arkansas Wing launched two aircraft and sent a ground team to participate in the search for the missing aircraft. A night-time search by a CAP plane from the 83rd Composite Squadron did not detect any emergency beacons and thick ground fog prevented effective use of the thermal imager.



Also on the morning of Oct. 22, local authorities identified an emergency beacon in the area and, based on that information, a CAP ground search team from the 115th Composite Squadron in Rogers used direction-finding equipment to locate the crash site, confirming that it was the missing airplane. 🇺🇸

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**Top:** Photo of the missing aircraft before the accident.  
(*Photographer unknown*)

**Left:** Emergency workers at the scene of the accident.  
(*Photo courtesy Madison County Sheriff's Office*)

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January, 2014

**Left:** Squadron cadets with the DPS helicopter and crew.

**Below:** Cadet Chief Master Sgt. Jacob Chase keeps watch over fire.

## **Arizona Wing's 388th Composite Squadron Conducts FTX**

*by Cadet 1st Lt. Meghan Parsons, CAP, Arizona Wing*

GLENDALE, Ariz. – On Sept. 27-29, 2013, the 388th Composite Squadron, located at the Glendale Municipal Airport, held a Squadron Field Training Exercise (FTX) for both advanced and basic skills at

a location just north of Flagstaff.

Under the command of Maj. Fi Newell, the Basic camp was led by Cadet 1st Lt. Jessica Parsons, while Cadet Sr. Master Sgt. Steven Fulmer led the Advanced Camp.

Basic Camp taught the cadets shelter making, campfires and performing team-building activities. Advanced camp cadets hiked five miles with all their gear to a nearby lava tube, climbing over a mile and a half through the tube with their gear, and set up camp in the evening.

Saturday morning, one of the cadets “wandered away” from base camp. All cadets and senior members searched the entire camp and escalated the search from a quick search to a line search in order to find the missing person. The 388 Squadron Commander, Lt. Col. Adam Such, “reported the missing cadet” to Wing Commander Col. Brian Ready, and called for an emergency helicopter to fly into the camp, with Cadet 1st Lt. Parsons pulling the daytime flare and directing the helicopter to its landing zone. At this time, the command was given to break camp. As the cadets got under way from the senior member camp back to the cadet camp, the “missing cadet,” Cadet Tech Sgt. Rushton Smith, appeared.

The incident was part of the exercise, known only to Lt. Col. Such and Maj. Newell, designed to test both the cadets and senior members on how they would react during a real-life emergency scenario. Normally, Civil Air Patrol is called out on missions such as this. In many cases, when someone wanders away from camp without supplies, or goes missing, a call is placed to 911, and CAP could potentially be called to assist in the ground search. At the conclusion of the exercise, the cadets attended a class presented by the helicopter's crew.

The cadets and senior members performed well, keeping calm and focused on the search for Cadet Smith, as they divided into teams to conduct the search, using basic compass navigation and search line techniques. Lt. Col. Such praised all for their actions during the search.

The squadron plans another FTX in March. 🇺🇸





**Top:** Cadet Senior Master Sgt. Daniel Reyes, Brownsville Composite Squadron, holds the head of Cadet Airman Noah Stroud, Three Rivers Composite Squadron, during backboard training.

**Below:** Cadet Senior Master Sergeant Daniel Reyes, Brownsville Composite Squadron, bandages the arm of 2nd Lt. Joseph Plattismier, Apollo Composite Squadron, during first-aid training. (All photos: Maj. Johanna Augustine, CAP)

## ***Texas Wing Runs LESA South During the Winter Holiday Season***

*by Maj. Johanna Augustine, CAP, Texas Wing*

BROWNSVILLE, Texas -- Cadets and senior members from across Texas Wing traded the holiday comforts of family and festivities for six days in the cold and rain of the Rio Grande Valley in order to sharpen their Ground Team skills during the LoneStar Emergency Services Academy South 2013.

The six-day exercise, held on Dec. 26-31, 2013 at CAP's Southwest Regional Training Center adjacent to the Brownsville International Airport, gathered many participants.

Organizers designed the curriculum to support Texas Wing's efforts to increase



the number of squadrons with qualified ground teams. Students received training on a variety of tasks to meet the requirements for at least one of the following qualifications: Mission Staff Assistant, Mission Radio Operator, Urban Direction Finding, Ground Team Member, and Ground Team Leader. Instruction also included basic first aid and Introductory Communications Users Training.



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**Left:** Cadet Senior Master Sgt. Daniel Reyes, Brownsville Composite Squadron, studies an aeronautical sectional chart during map-reading training.

**Below:** Cadet Airman Noah Stroud, Three Rivers Composite Squadron, takes a compass reading during land navigation training.

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LESA South cadre devised training scenarios consistent with the aftermath of a hurricane having hit the South Texas coast and affecting Brownsville. Students and cadre slept and attended classes in unfinished buildings with limited electricity and no potable water or indoor toilets. Food and water were delivered daily with morning

and evening meals prepared mostly on-site; pre-packaged military Meals, Ready to Eat – the ubiquitous "MRE" – was the daily lunch fare.

In keeping with the LESA South motto, "If you're awake, you're training," field training began at sunup and continued late into the night. Rains that fell during the first day of training and temperatures in the 40s throughout the school days did not hinder outdoor missions, although some basic skills instruction that is normally held outside had to be moved indoors.

The course attracts Texas Wing personnel for a variety of reasons. Cadet Staff Sgt. S. L. Marlin from Alamo Composite Squadron wanted to see how a ground team works.

"I hope to take this information back to my squadron and train others," said Marlin, whose previous search experience had been limited to cadet Emergency Locator Transmitter (ELT) practice "finds" on the ramp at San Antonio's Stinson Municipal Airport.

Cadet 1st Lt. Javier Rocha of Thunderbird Composite Squadron



returned to LESA South for a second time – now as an instructor for the 2013 course. Rocha had attended both the summer LESA and winter LESA South courses in 2011 and said that helping train others as Ground Team members helps him keep sharp his emergency services skills. Most of the LESA South cadre consisted of teenage cadets.

Instructors took advantage of any break in the weather to conduct training outdoors. Each time the rains eased up, students labored to erect mobile HF and VHF antennas, practice land navigation, execute simulated missing aircraft or victim searches, and participate in Urban Direction Finding (UDF) sorties that ran through completion despite the rain and cold.

On Day Four the sun broke through the clouds, energizing trainees and instructors alike. Combining all the skills learned during the previous three days, students conducted increasingly complex nighttime searches that involved locating a missing aircraft, extricating an injured pilot and securing him onto a backboard, and carrying the victim several hundred yards to an ambulance pickup point.

“I was really calm,” said Cadet Senior Master Sgt. Leo Butler, Jr. of the Victoria Composite Squadron, who was familiar with the rescue-and-transport scenario from LESA South 2012. “Once you've done this once, you feel that you can take it on.”

Meanwhile, a slow moving winter storm stalled over the Rio Grande Valley and delivered more than 24 hours of non-stop rain. As the mercury plummeted for a second time, weather conditions added to the realism of the remaining training missions. Vehicles were relocated to higher ground, and near-freezing rain and icy winds rendered the final search exercises more difficult.

LESA South 2013 trainees and staff logged more than 2,300 man-hours of instruction and simulated missions, said Lt. Col. Sean Crandall, Group VII commander and a LESA South organizer.

Cadet Marlin offered practical advice for prospective LESA South trainees, "Bring extra socks!" 🇺🇸

**Below:** Cadet Senior Master Sergeant Leo Butler tries to get a fix on an Electronic Locator Transmitter (ELT) signal.



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## **Louisiana Wing Search and Rescue Teams Find Ship's Emergency Beacon**

*by Lt. Col. Kathy Beauford,  
CAP, Louisiana Wing*

BATON ROUGE, La. –  
On December 17, 2013  
Louisiana Wing air and  
ground teams were  
activated by the Air Force  
Rescue Coordination  
Center and directed to  
locate an emergency  
beacon. Coordinated  
aircrew and ground teams  
located the Emergency

Position Indicating Radio Beacon (EPIRB) at a Slidell lifeboat refurbishing company where it had been activated accidentally when being removed from a large lifeboat.

The French-made CEIS emergency beacon's battery date had expired 11 years ago and still produced a strong signal for search and rescue teams. Ground Team Leader Maj. Dennis Eschmann said, "This mission was coordinated so well among aircrew and ground teams that the teams located the beacon in one hour." Louisiana Wing Commander Col. Art Scarbrough said, "This was a textbook perfect mission." He added, "Pontchartrain Composite Squadron is the best ground team in Louisiana."

The Cessna 182 aircraft team from the Billy Mitchell Senior Squadron at the New Orleans Lakefront Airport included Mission Pilot Lt. Col. Steve Knapper, Mission Observer (navigator) Cap. Mark Warriner, and Mission Scanner Capt. Earl Weiser.

The Pontchartrain Composite Squadron ground team consisted of Ground Team Leader Maj. Dennis Eschmann, Lt. Col. Kathy Beauford, Capt. James Lyon, 2nd Lt. Mike Giroir, and Cadet 2nd Lt. Franchesca Giroir.

The St. Tammany ground team included Ground Team Leader Capt. Chris Sturm, Maj. Don Ducote, 2nd Lt. John Nogueros, 2nd Lt. Stephen Labit, 2nd Lt. Malachi Lindsay, Master Sgt. Jim

LaChute, Cadet Master Sgt. Daniel Sturm, and Cadet Chief Master Sgt. Sarah Nogueros. 🇺🇸



**Top:** Cadets smile after assisting in a successful Search and Rescue Mission. (L-R) Cadet Master Sgt. Daniel Sturm, Cadet Chief Master Sgt. Sarah Nogueros, and Cadet 2nd Lt. Franchesca Giroir.

**Left:** The Emergency Position-Indicating Radio Beacon (made in Toulouse, France) had outlived its battery life by 11 years



## ***Two Texas Wing Squadrons Join for Wreaths Across America***

*by 1st Lt. Randy Ritter, CAP, Texas Wing*

CORPUS CHRISTI, Texas – On Dec. 14, 2013, cadets from two Texas Wing units were among the area organizations that participated in the Wreaths Across America ceremony at the Coastal Bend State Veterans Cemetery. During this annual occasion, participants laid hundreds of wreaths at the headstones of service members interred at the burial park.

Ceremonies were synchronized to start at the same moment nationwide, as groups from coast to coast gathered at cemeteries to remember and honor America's veterans. Members of the Corpus Christi Composite and Victoria Composite Squadrons took part in the local remembrance event.

During a three-month span, Corpus Christi Composite Squadron members raised hundreds of dollars at three sites for WAA wreaths to be placed at veterans' graves. At each fund-raising site, a table was set up along with two banners; donations were solicited as people walked by the displays. Tables were located at La Palmera Mall, the Corpus Christi Trade Center, and a downtown street fair. While collecting money from donors, cadets increased their confidence in public speaking by educating the public on what Civil Air Patrol does for the community, the state and the nation, its missions, and opportunities for public service

Corpus Christi and Victoria Composite Squadrons cadets profited from the experience and felt honored to have been able to participate. They plan on making this an annual event. 🇺🇸



## **Missing Aircraft from Arkansas found in Southeast Oklahoma**

*by Capt. Rick Rutledge, CAP, Oklahoma Wing*

LEFLORE COUNTY, Okla. – On Oct. 24, 2013, after an exhaustive three-day search of the mountains surrounding Talahina, Okla., teams from Civil Air Patrol, Oklahoma Highway Patrol, LeFlore and Pushmataha County Sheriff's Department as well as the State Office of Emergency Management located a missing single-engine Piper Warrior II aircraft at about 2 p.m.

According to the FAA, the pilot's last contact with air traffic control had been sometime around 8:15 p.m. on Monday, Oct. 21. The last known position was near Big Cedar, Okla. where the search was concentrated for the first two days. On Oct. 24, members of the Oklahoma Wing of Civil Air Patrol arrived on scene with ground-based tracking equipment and successfully detected a signal from the aircraft's Emergency Locator Transmitter (ELT).

"The ELT has a battery life of around three days, on average," said Oklahoma Wing Commander Col. Joe Cavett, "We were all very fortunate to have been able to receive that signal; otherwise the search could have continued for days."

This mission ended successfully in addition to three other searches conducted by the Oklahoma Wing of Civil Air Patrol on the week of Oct. 20-26, 2013. "Just before 3 a.m. on Thursday, Oct. 24, we silenced a non-distress ELT near Seminole, we silenced another non-distress signal in Cleveland, Okla. after the Piper had been found yesterday and we flew as part of the operation in search of the aircraft near Antlers on Monday," said Oklahoma Wing Director of Operations Lt. Col. Ed Angala, "It's been busy lately, but that's why we're here." 🇺🇸





**Top:** (L-R) Keith Mann, Alberta, Canada; Franziska Beishiem, Germany; Felix Jost, Germany; Brandon Handfield, Canada; Savannah St. Onge, Canada; 1st Lt. Christine Eaves, Squadron Deputy Commander; and Maj. Marilee Taylor, Arizona Wing Director of Cadet Programs. (Photo: Capt Mark Watson, CAP)

## **Arizona Wing Hosts International Air Cadet Exchange Visit**

*by Capt. Mark Watson, CAP, Arizona Wing*

YUMA, Ariz. – The Yuma Composite Squadron 508 hosted a group of International Air Cadet Exchange cadets in July at the squadron’s hangar facility located at the Yuma International Airport. Each summer, hundreds of cadets from eighteen nations come together to broaden their understanding of aviation and foreign cultures through the International Air Cadet Exchange (IACE).

Civil Air Patrol has represented the United States to the Exchange for more than 60 years. CAP cadets selected for the Exchange have a reputation for excellence, as they are selected on the basis of integrity and leadership ability, a keen interest in aviation and foreign culture; and the desire to share their experiences with fellow cadets, family, and community.

Arizona Wing Director of Cadet Programs Maj. Marilee Taylor and squadron deputy commander 1st Lt. Christine Eaves hosted the International Air Cadet Exchange cadets as the latter participated in a model rocket launch with Squadron 508 cadets on Monday morning, and floated the Colorado River that runs through Yuma in the afternoon. On Tuesday afternoon, the cadets toured the Million Air Yuma Fixed Base Operator facility, and that evening joined CAP members for the Squadron 508 cadet change of command ceremony.

Squadron senior members were present to greet the visiting IACE cadets, who told about their home countries and the aviation programs with which they were involved at that time. The squadron deputy commander for cadets, 2nd Lt. Brian Grossenburg, did double duty in the evening by providing a BBQ dinner of hamburgers and hot dogs.

Senior IACE leader Keith Mann of Alberta, Canada – who is the national vice president of the Air Cadet League of Canada – said of his visit to Yuma, “We have had the experience of a lifetime! Arizona is an amazing, beautiful place and we have made friends and had adventures that will remain with us forever. And besides, were else in the world can you watch the new F-35 fighters take off and land from your squadron hangar?” 🇺🇸

## ***Spirit Composite Squadron Enters New Mexico Wing's Rocket Competition***

*by 1st Lt. Mary A. Fox, CAP, New Mexico  
Wing*

ALBUQUERQUE, N.M. – On Oct. 19, 2013, four squadrons participated in New Mexico Wing's Model Rocketry Day at the George A. Maloof Memorial Air Park in Albuquerque.

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**Right:** Spirit 2, a rocket fielded by Albuquerque Heights "Spirit" Composite Squadron, soars to an altitude of 666 ft.

**Below:** Cadet Senior Airman Joseph R. Burkett (left) and Cadet Tech. Sgt. Juana R. Fox prepare a rocket for launch at the New Mexico Wing Rocket Competition in Albuquerque. *(All Photos: 1st Lt. Mary A. Fox, CAP)*

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Farmington Composite Squadron, which had traveled the farthest for the competition, went home with first place. Their egg-o-naut (a payload consisting of a raw egg) launched to 1058 ft. and landed without breaking.





**Above:** New Mexico Wing Rocket Competition attendees.

**Below Right:** Cadet Tech. Sgt. John W. LeGalley shows his egg-o-naut (a raw egg designated as his rocket's payload) when it emerged unbroken following Spirit 2's launch.

The Rio Rancho Falcon Composite Squadron was pushed out of first place, because of a competition rule stipulating that the rocket coming closest to an altitude of 1,000 ft. and successfully landing without breaking the egg, wins.

Since Falcon's launch to 1,200 ft. was 200 ft. over the Farmington launch, it forced Falcon into second place. Farmington's technique for saving their egg-o-naut was a separate rocket with its own parachute that deployed at altitude, allowing the egg to land gently, without breaking.

Eagle Cadet Squadron placed third, but for different reasons. Due to safety concerns for people operating radio-controlled aircraft on the other side of the field, the launching rod was tilted several degrees eastwards to prevent any rockets from landing on or near the radio-controlled portion of the airfield. While Farmington and Falcon launched at a 90-degree angle to the ground, Eagle and Spirit were subject to the safety tilt. Even with the tilt, Eagle's rocket reached an altitude of 740 ft.

The Albuquerque Heights "Spirit" Composite Squadron fielded two rockets: Spirit 1 and Spirit 2. Spirit 1 attained an altitude of 600 ft. but, with the eastward tilt and the parachute failing to deploy, the rocket continued its trajectory and crashed to Earth. The rocket survived, but the egg did not.

Spirit 2 shot up and east, but mostly up, to an altitude of 666 ft., then floated straight down, landing at the feet of competition judge 1st Lt. Jane Lingenfelter. The egg compartment, designed by Cadet Tech. Sgt. John LeGalley, was protected by a pouch of water. The egg survived, whole and clean. 🍳





### ***Aircrew Training in Texas Wing***

*by Maj. Mike Turoff, CAP, Texas Wing*

HOUSTON, Texas – During October 2013, at the William P. Hobby Airport, Maj. Mike Turoff presented a Mission Scanner ground school to members of Texas' Group IV, using the Million Air FBO's conference room with its unique conference table. The classroom time consisted of about 8 hours of going through the Power Point™ presentations collected from LESA and NESA that are specific to the MS course, with some table-top exercises using aeronautical charts and explanations concerning the responsibilities of Mission Scanner candidates.

Attending the MS Course were: S.M. Johnathan Johnson, 2nd Lt. Michael Kappas, 1st Lt. Sam Lott, S.M. Volker Schmidt, 2nd Lt. Lucy Turoff and S.M. Robert Watts (photo above).

During November 2013, at the same location, a Mission Observer ground school was also presented to members of Texas' Group IV by Maj. Mike Turoff. Like the MS class, this one also consisted of going through material from the same sources mentioned in the MS class presentation but specific to the MO course, as well as some table-top exercises and detailed explanations of how to use the Cessna Audio Panel, the TDFM radio, and both the L-Tronics and Becker type DF equipment. An important part of the course covered radio and navigation procedures.

Attending the MO course were: S.M. Ernest Clay, S.M. Johnathan Johnson, S.M. Volker Schmidt and 2nd Lt. Lucy Turoff (photo below). (Photos: Maj. Mike Turoff, CAP)

Each class student received a flash drive with the latest Power Point™ presentations for each rating, the latest CAP Regulations, Pamphlets, and Forms including all items pertaining to their jobs taken from the Texas Wing website. The package also had some of the forms that have been found useful in practice, all of them prepared by Lt. Col. Don Fisher of the Baytown Senior Squadron.

Candidates from each of these courses were encouraged to seek mentoring and guidance from SET-qualified personnel, engage in more table-top work, and get introductory rides in CAP aircraft to accomplish the SQTR tasks listed for those ratings. 🇺🇸





**Left:** Cadets cheer the robot as Cadet Airman First Class Mario Molina, Jr., signals his excitement.

**Below:** A Clawbot robot runs the completion maze at the Louisiana Cadet Encampment.

## ***Louisiana Wing's New Vex Robot***

*by Lt. Col. Kathy Beauford, CAP, Louisiana Wing*

BATON ROUGE, La. – On Nov. 28, 2013, a Vex Robotics “Clawbot” came to Louisiana Wing to join its earlier model, the Vex Robotics “Protobot.” The new robot is destined to

travel among Louisiana Wing’s Composite Squadrons and is helping create young programmers as it goes.

The robot uses the Robot-C programming language, the same that is used in professional robotics programming, and comes with tutorials to teach flowcharting, programming, and running the robot. The Vex Clawbot also comes with sample programs to illustrate its many features and capabilities. It can be controlled by programming a hand-held remote control, or it can be set to autonomously run a program when activated.

Cadets engaged in the robotics program, the wing’s “Robonauts,” learn the principles of programming and machine logic, an activity that they consider highly entertaining.

The Clawbot is currently “living” at the St. Tammany Composite Squadron. As a rule, the Clawbot remains at a squadron for six months, but this time limit may be extended if the squadron requests in because they need to finish a programming project.

With their Protobot robot, on July 4, 2012 the Pontchartrain Composite Squadron Robonauts won third place at the University of New Orleans during the Red Stick Regionals competition. On Oct. 23, 2012, they went on to win Honorable Mention at the Red Stick Robotics State Finals at Louisiana State University.

The Pontchartrain Composite Squadron has received its Civil Air Patrol S.T.E.M. (Science, Technology, Engineering and Mathematics) initiative robotics grant of three Robotics Arm Edge Units with their “Flexible Programming System.”





## **Oklahoma Wing Finds Arkansas Aircraft in Heavily Wooded Area**

*by Capt. Rick Rutledge, CAP, Oklahoma Wing*

**LEFLORE COUNTY, Okla.** – On the heels of a recent find in Arkansas, the Oklahoma Wing of Civil Air Patrol was activated to participate in the search for a missing Piper aircraft that had lost radar and air traffic control contact in the mountains of Southeast Oklahoma sometime on Oct. 21, 2013 – caught in the same weather system that is believed to have caused the fatal incident in Madison County, Ark.

The pilot, Elmer Broadbent, was expected back on the evening of Oct. 21 from a trip after traveling from Searcy, Ark. en route to Elk City, Okla. near the Western Oklahoma border with Texas. When Broadbent failed to arrive at his hotel in Elk City, his wife called the FAA and the search was initiated.

Broadbent's last contact placed him somewhere in the Ouachita National Forest near Whitesboro and Big Cedar, Okla. A Civil Air Patrol ground team was able to obtain a signal from the aircraft's emergency locator transmitter on the morning of Oct. 24. By 4 p.m. the CAP ground team and volunteer fire fighters found the Piper Warrior near a mountain trail in a creek bed just across the line into Pushmataha County. There were no survivors.

"We wished it would have been a better outcome, but we're glad we were able to find it," said LeFlore County Sheriff Rob Seale, "He was trying to skirt around the storm. What caused the crash, I don't know."

CAP Units from Tulsa, Broken Arrow, Muskogee and Durant responded with aircrews and ground teams. They worked side-by-side with the Oklahoma Highway Patrol, county sheriff and area fire fighters. More than 15 Civil Air Patrol members participated in the search effort. 🇺🇸



, Southwest Region, January, 2014

## ***New Mexico Squadron's Color Guard Renders Honors at Military Event***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On Oct. 13, 2013 members of the Albuquerque Heights "Spirit" Composite Squadron rendered honors to the flag and to the nation's prisoners of war (POWs) and service members missing in action (MIAs) at Hoffmantown Church's second annual Military Appreciation Dinner in Albuquerque.

The dinner was hosted by Hoffmantown to honor veterans from the five uniformed armed services: Army, Navy, Air Force, Marines and Coast Guard. The master of ceremonies was Maj. Chris R. Branan, CAP, New Mexico Wing director of administration, who is also the senior associate pastor at Hoffmantown.

Cadets posted and retired the colors at the beginning and end of the dinner. An additional color guard cadet also stood guard over a separate table honoring POWs and MIAs. Squadron commander Maj. Michael E. Eckert, who

appeared for the evening in his capacity as an Air Force senior master sergeant, led a brief ceremony honoring the POWs and MIAs represented by the empty table.

The cadets received high praise from veterans of all services, who especially praised the table guard – something they had not seen in 20 years. New Mexico National Guard Adjutant General Brig. Gen. Andrew E. Salas, USAF, personally congratulated the cadets on their professionalism and precision. 🇺🇸

**Top:** Cadet Airman Clifford J. Sulham guards the POW-MIA table at Hoffmantown Church's Military Appreciation Dinner. **Below:** USAF Brig. Gen. Andrew E. Salas (center right), and USAF Senior Master Sgt. (also CAP Maj.) Michael E. Eckert, pose with members of the squadron's color guard. (Photos: Lt. Col. Jay T. Tourtel)



## Arizona Wing Drug Demand Reduction Event

by Cadet 1st Lt. Meghan Parsons, CAP, Arizona Wing

GLENDALE, Ariz. – On Oct. 26, 2013, Arizona Wing hosted a Drug Demand Reduction activity at the 388th Composite Squadron hangar that was attended by CAP cadets from across the wing.

The event started with a visit from a DPS helicopter, marshaled by Cadet 1st Lt. Jessica Parsons. Aboard were Angela Rose – who has been with Air Rescue for eight years – and Clifford Brunsting – a Vietnam veteran. They spoke with the cadets about Air Rescue, and gave the cadets a guided tour of the helicopter.

Later the cadets were introduced to Officer Green from the K-9 unit, and Nico the dog (photo below left), who showed off his skills in finding drugs and taking down “bad guys.” Cadets learned that Nico doesn’t bite to be mean, but since he was a puppy, he had been trained to consider it a game. Seeing Nico drag a grown man across the room was exciting, and the cadets enjoyed seeing Nico and Officer Green again from last year’s Character Day event.

The cadets also learned a great deal from many other guest speakers. There was a wrecked car from a drunk-driving accident, provided by Unique Recovery. They told the cadets about the different causes of car wrecks, and ways to avoid them.

Cadets also visited with the bomb squad and saw one of their robots, interacted with it, and saw how it was operated. They also got to climb through an armored vehicle, learned about the different drugs on the market and how to identify them, and toured one of CAP’s aircraft. Cadets also attended a presentation by Jerry Lester – a former drug addict who has been sober for over seven years – who educated them on the adverse effects drugs have had on his life, and his struggle to become sober.

Another highlight of the day was driving the “drunk carts.” Volunteer demonstrators drove through an obstacle course on the go-carts, and on their return trip wore special goggles that simulate the effects of drunk-driving. Even Wing Commander Col. Brian Ready and Vice Commander Lt. Col. Layne Slapper experienced the effect (photo above).

The event was an excellent opportunity for attendees to learn more about the dangers of drugs and alcohol, and also to see some of the various careers available in law enforcement and drug interdiction. The event was organized by Arizona Wing DDR Administrator 1st Lt. Kevin Deinzer. 🇺🇸



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**Left:** St. Tammany Composite Squadron Master Sgt. Jim LaChute demonstrates to his cadets how to inspect a propeller before flight.

**Below:** St. Tammany Composite Squadron Master Sgt. Jim LaChute shows Cadet Tech Sgt. Justin Brinson and Chief Master Sgt. Sarah Noguerras equipment such as the pitot tube, that measures the aircraft's airspeed.

## **Louisiana Wing Cadets at St. Tammany Fly-In**

*by Senior Member Kristine  
Green, CAP, Louisiana  
Wing*

ST. TAMMANY PARISH, La. – On November 16, 2013, the St. Tammany Composite Squadron of Louisiana Wing, Civil Air Patrol participated in the St. Tammany Regional Airport's Fly-In. Sixteen single- and multi-engine civilian and de-militarized military aircraft landed at the airport. Recent and vintage aircraft were represented by a 1930's Steerman, a 1947 Air Coupe, a 1948 Navion, and modern-day Cessnas.

The pilots and their friends and family were treated to a hot lunch of hamburgers, jambalaya, pulled pork, and bread pudding. Clouds and a misty rain did not dampen their enthusiasm as CAP cadets learned about aircraft and flight safety, and tested their piloting skills on flight simulators. A selection of remote-controlled aircraft was also on display for the participants to examine.

"We have a broad spectrum of remote controlled biplanes and triplanes, ranging from the World War I era through present day gliders, helicopters and the newest quadplanes," said Andrew Minster, enthusiast and member of the Northshore Radio Control Club from Slidell, La.

"It was great to see so many different planes" said St. Tammany Composite Squadron Cadet Airman Rebecca Oppenheim.

"It was an honor to serve the pilots, especially the veterans," said St. Tammany Composite Squadron Cadet Chief Master Sgt. Sarah Noguerras.

Also represented at the Fly-In were the Billy Mitchell Senior Squadron from New Orleans, the Pontchartrain Composite Squadron, and the Alvin Callender Composite Squadron. 🇺🇸





**Top:** Members of the Yuma Community, cadets and senior members of Yuma Squadron 508 prepare to cut the ribbon opening the Joe Fosse Hangar at the new Aviation Industrial Center. (Photos: 1st Lt. Mark Watson)

**Below:** Squadron 508 Deputy Commander 1st Lt. Christine Eaves after receiving instructions on how to land the F-35 Lightning II on the Deck of an aircraft carrier.

## ***Arizona Squadron's Color Guard Assists in Aviation Industrial Center Dedication***

*by 1st Lt. Mark Watson, CAP, Arizona Wing*

YUMA, Ariz. – On Sept. 11, 2013, the Yuma Composite Squadron 508 provided the Color Guard for the dedication ceremony inaugurating the Yuma International Airport's brand new Aviation Industrial Center.

The Aviation Industrial Center, located in the Yuma International Airport's Defense Contractor Complex, features two 110 ft. x 110 ft. hangar bays plus 7,800 square feet of office and shop space. The new complex will fill a vital role in developing technologies for the aerospace industry in today's competitive aviation market

The cadets and senior members of Squadron 508 also enjoyed a BBQ dinner served in one of the new hangars, as well as a presentation by Mr. Eric Fox of Lockheed Martin on the construction of the brand-new F-35 Lightning II fighter jet. The CAP members participated in the ribbon-cutting ceremony that signaled the new facility was open for business.

After the ceremonies were concluded, the cadets and senior members of the Yuma Composite Squadron 508 were invited to try their hand in "piloting" the F-35 Lightning II simulator that Lockheed Martin had brought along, lending a touch of realism to the proceedings – an initiative that proved very popular. 🇺🇸



## Texas Wing Conducts Search and Rescue Training

by Capt. Audrey Morrow, CAP, Texas Wing

BAYTOWN, Texas – On the weekend of Nov. 15-17, 2013, the Area Command Exercise (ACE) took place at RWJ Airpark. At this event, several members of Hobby and Baytown Senior Squadrons and one member of Ellington Composite Squadron were scheduled to fly as trainees and evaluators for Mission Scanner and Mission Observer



ratings.

Lt. Cols. Jean and Don Fisher manned the signing in, though it seemed that the low cloud ceiling would make training flights impossible. As expected, the weather showed no signs of improving throughout, with occasional light rain.

**Top:** Students learn the fundamentals of Electronic Locator Transmitter signal acquisition.

**Right:** (L-R) Lt. Cols. Don and Jean Fisher at registration table.

**Below:** Capt. Erik Dekelbaum demonstrate the use of the "Li'l Elper" (This Photo: Capt. Audrey Morrow; others, Maj. Bill Posey)



Maj. William Posey, commander of the Hobby Senior Squadron, who was in charge of the search-and-rescue and communications training, saw a good cross-training opportunity. Members seeking aircrew training spent the morning of Nov. 16 on radio training. Those needing to upgrade to Introductory Communications User Training (ICUT), received a hands-on training session. By noon, all participants had been ICUT-certified.

Urban Direction Finding (UDF) was the next training item on the agenda. All were shown the basics of Emergency Locator Transmitter (ELT) operating functions. At first, honing in on a signal can be confusing. The RWJ Airpark presents a challenge, as it has many places where an ELT can be "hidden" because of local interference that makes it difficult to find the location when using an EIPer to acquire the signal that the ELT emits. All attendees participated in three UDF exercises. By the end of the day, all were certified in UDF as well as their previous ICUT certification.

The ultimate goal is to cross-train flight crews and ground crews, so that each knows the functions of the other. During a real disaster, being trained in both could make a life-saving difference. 🇺🇸





**Above:** This is one of four finds recorded by Oklahoma Wing between Oct. 20 and 26. This aircraft was found in Seminole, Okla.

### ***Oklahoma Wing Breaks Own Record***

*by Capt. Rick Rutledge, CAP, Oklahoma Wing*

TINKER AFB, Okla. – During the week of Oct. 20-26, 2013, the Oklahoma Wing of Civil Air Patrol responded to a record number of calls from the Air Force Rescue Coordination Center at Tyndall AFB, Fla. The week began Sunday with the call for aircrews to help narrow down the search for a missing aircraft near Antlers, Okla. This was followed by a call to find a potential distress call centered somewhere near Seminole, Okla. and its airport.

The most high-profile mission of the week involved both air and ground teams responding to the search for a Piper aircraft that was reported missing near Talihina, Okla., in which participated CAP members from Tulsa and Muskogee. And by the end of that 24-hour period, another potential distress signal was reported near Cushing, Okla.

At week's end, four finds had been reported to have taken place in the state of Oklahoma. Two of the finds were distress signals resulting in casualties. The other two turned out to be non-distress, although Civil Air Patrol responds to any of them in the same manner.

"Any time our phone rings due to an emergency beacon being reported, we spring into action no matter what the circumstances," said Oklahoma Wing Director of Operations Lt. Col. Eduardo Angala, "Any search mission is considered a distress until we find the target, no exceptions."

Each year, Civil Air Patrol is credited with nearly 100 lives saved along with several hundred non-distress finds. "We've had a more active than usual year so far in Oklahoma, with five total finds for us since Jan. 1," continued Angala, "Luckily few of the finds have been distress, but we've been glad to help in every situation."

The previous record for finds in Oklahoma wing – set in 1997 – was three in one week. This week Oklahoma Wing had three finds in a 24-hour period. 🇺🇸



### ***Louisiana Wing Squadron's Change of Command, Promotions, and Awards***

*by Lt. Col. Kathy Beauford, CAP, Louisiana Wing*

METAIRIE, La, – On Dec. 17, 2013, The Pontchartrain Composite Squadron of Louisiana Wing, Civil Air Patrol (CAP) had a gala night with a change of command, promotions, and presentation of awards. The change of command was performed by Louisiana Wing Commander Col. Art Scarborough, as Maj. Dennis Eschmann relinquished command and Maj. William Hunton assumed command (photo above) of the highly decorated squadron. Col. Scarborough said that the Pontchartrain Composite Squadron fielded the best ground team in Louisiana. The squadron has won the Col. Dion DeCamp Ground Team of the Year Award for the last five years.

Cadet Garrison Garcia was promoted to the grade of Cadet Senior Master Sgt., Cadet 2nd Lt. Devin Sauerhoff was appointed principal delegate to the Cadet Advisory Council, and Cadet Senior Master Sgt. Garrison Garcia was appointed alternate delegate.

A Certificate of Appreciation for duty performance as cadet commander was presented to Cadet 1st Lt. Franchesca Giroir, who is a student pilot. A Certificate of Appreciation was



presented to Cadet 2nd Lt. Devin Sauerhoff, Alpha Flight cadet commander. A Certificate of Appreciation was presented to Cadet Senior Master Sgt. Dean Scott, Bravo Flight cadet commander, who has earned his pilot's wings. Certificates of Appreciation were presented to Cadet Senior Master Sgt. Garrison Garcia, Cadet Senior Airman Colton McClintock, Cadet Senior Airman Kameron Rome, Cadet Airman 1st Class Mario Molina,

Cadet Airman 1st Class Andrew Rodrigue and Cadet Airman Christopher Orozco.

Lt. Col. Kathy Beauford, the unit's public affairs officer, received a trophy for many published press releases. She also received the CAP Air Search and Rescue ribbon and medal and a Certificate of Appreciation. For her aerospace education presentations, the squadron cadets presented her with a Moon disc to illustrate the phases of the Moon.

The keynote speaker, Lt. Col. Arthur Arceneaux, recounted his experiences in World War II, Korea, and Vietnam. He flew 18 of the Navy's single engine airplanes – from Hellcats, to Corsairs, to the Cougar Jet. His awards include the Distinguished Flying Cross, three Air Medals, a Presidential Unit Citation, the World War II Medal, the American Theater Medal, the Pacific Theater Medal, and three Reserve Service Medals. As he was chasing a Japanese Zero fighter, he was accidentally shot down by an American cruiser. After a long night in his life raft, an American submarine surfaced next to him, having followed an Emergency Position-Indicating Radio Beacon (EPIRB) much like that used on ships today (that the Civil Air Patrol uses to locate a vessel in distress).



**Above:** (L-R) Keynote speaker Lt. Col. Arthur Arceneaux, Mrs. Millie Hunton, and new Squadron Commander Maj. William Hunton.

**Right:** (L-R) Cadet 1st Lt. Franchesca Giroir presents Lt. Col. Kathy Beauford with a trophy for her Public Affairs work on behalf of the squadron.



**Top:** (L-R) Senior Members Matthew and Mitchell Supulver, Maj. Roy Fluhart, Senior Member Ramon Rosario, Lt. Col. Bill Lynam, Maj. Tom Richtmyer, Cadet Airman Henry Rosario, Cadet Senior Master Sgt. Angel Vandegrift, Cadet Airman 1st Class Nathaniel Trujillo, Maj. Bill Brinkman, and 1st Lt. Gary Haslam. (Photo taken by Squadron Commander Maj. Roy W. Evans, CAP)

### ***Prescott Squadron Holds Yard Sale, Open House***

*by Lt. Col. Bill Lynam, CAP, Arizona Wing*

PRESCOTT, Ariz. – It was a fall day in the 80's when cars streamed onto Prescott Municipal Airport to participate in the Prescott Composite Squadron's Yard Sale and Open House on 21 September. Through the generosity of the local community and the squadron's members, gently used, pre-owned furniture, electronics, cameras, bicycles, camping equipment and various odds and ends found their way to new owners at modest prices.

With the help of some of the cadets and seniors, sales were brisk and display tables often had to be reloaded with more offerings to meet the demand.

Along with the sales, the cadets were supervised by Maj. David DeGiacomo, Deputy Commander for Cadets. Senior Members Matthew and Mitchell Supulver were on hand to facilitate the Open House along with cadets inside the unit's Quonset hut; they explained – and handed out literature about – the roles that cadets and senior members play in the Civil Air Patrol.

Free cookies and ice-water kept all nourished and hydrated for this event. 🇺🇸



### ***Arkansas Squadron Marches in Veterans Day Parade***

SHERWOOD, Ark. – Cadets from the 42nd Composite Squadron lead the Arkansas Wing's "parade plane" (pictured at right) as they march in the Sherwood Arkansas Veterans Day Parade. (Photo: Maj. Doug Wood, CAP) 🇺🇸



## ***How the Southwest Region Public Affairs Awards Program Works***

Starting with the Jan., 2013 issue of The Fly-By, by directive of Southwest Region Commander Col. Frank A. Buethe, the region will recognize contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

### ***How to Make Submissions Suitable for Publication***

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at [www.ap.org](http://www.ap.org)). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

### ***General advice on writing a good article***

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- Take good digital photos.
  - Do not use digital zoom, or else your photos will lack good focus and definition;
  - Take "action shots" of people doing something interesting that is material to the article;
  - Make sure everyone is in the correct uniform and you identify all.
  - **Note:** Good photos are essential to add immediacy and flavor to the story.
- Get good quotes.
  - Ask participants for their opinion;
  - Get full grade, name, position title and unit of assignment for each quote.
  - Get the individual's consent to publish the quote as recorded (read it back).
  - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- Write in good, idiomatic, unadorned English.
  - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
  - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
  - Avoid colloquial expressions;
  - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
  - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 

## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person’s permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person’s grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as “kid.”
- When a young person is a CAP cadet, never use “boy,” “girl” or “child” but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use “their” for the possessive of a singular subject, such as, “the cadet took their meal.”
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖